

## Senator Says New Bill Cuts Many Revenues

Chairman Simmons Estimates "Relief" Features Mean Half-Billion Loss

### Finds Much Opposition

High Taxers Say Public Has Been Deceived Into Belief Profiteers Are Hard Hit

By Theodore M. Knappen

New York Tribune  
Washington Bureau

WASHINGTON, Feb. 11.—It is practically impossible to estimate what the revenues will be under the pending revenue bill, according to the statement of Senator Simmons in the Senate today, so generous and broad are the relief and ameliorative features.

This statement was made by the chairman of the Finance Committee in defending the bill against those critics who have carried on a campaign to defeat it and let the present revenue law stand. He thought that these features of the bill had reduced the revenues by at least \$500,000,000 and that in many cases the taxes paid under the higher rates of the present bill will be less than under the lower rates of the present law.

Senator Simmons's admission caused much surprise and raised the question of whether, after all the advertising the bill has had of one of high rates and great amounts, it is not a rather modest measure. This view is held by Senator Smoot, who admonished the Senate last Friday that on account of the relief features the bill would not raise more than \$5,000,000,000 in 1919 and only \$3,250,000,000 in 1920.

According to the view of the radical high taxers in the Senate, the country has been deceived by means of high nominal rates into believing that the bill is the bane of profiteers, whereas the "relief" measures are the real indicators of the degree of actual taxation.

### Poll Uncovers Opposition

The one other feature of the tedious session on the revenue bill, which will not be disposed of until tomorrow, if then, was Senator Simmons's elaborate and labored explanation of how the conferees managed to get rid of the campaign contributions amendment which was proposed by the Senate and accepted by the House subject to a change that only made it more acceptable to the Senate.

The gist of the Senator's apology was that he had caused polls of the Senate to be made and thereby ascertained that the opposition of Senators in some cases was so strong as to threaten the defeat of the revenue bill if the conferees brought it back to the Senate with the Senate's own amendment in it, though slightly improved. However, a majority of the House conferees were strongly opposed to the amendment even though a House referendum revealed the House as strongly in favor of its substance. Senator Thomas, of Colorado, author of the amendment, said that the amendment was cut off the bill because all the five Senate members of the conference were against it, because the chairman of the Republican National Committee was against it and because the Democratic leaders of the Senate were against it, though the Senate had voted for it by a decisive majority.

### Says Senate Had Best of It

Senator Penrose declared with all possible solemnity that the conferees had refused to yield to the House proposition that the bill be made prospective and not retroactive because they did not wish to mar the symmetry of the work of the Senate from Colorado. Senator Thomas replied that the respect of the Senator from Pennsylvania for the symmetry of form as compared with the symmetry of substance was remarkable. Whereupon Senator Penrose again insisted without a smile that the conferees were solely actuated by a desire to maintain Senator Thomas's amendment unmarred by any changes.

Senator Simmons maintained that in the whole the Senate had the best of the conference wrestle, having a score of 417 unmodified items to its credit as against 11 for the House but he admitted that the Senate had been beaten decisively on insurance and the estate tax and that the stubborn insistence of the House conferees that there would be no bill unless the second class postage rates were left alone, "which almost amounted to coercion," had given the House a victory on that point to the very great regret of the Senate.

Senator Simmons corroborated Senator Smoot's statement on this point and Senator Smoot verbally pointed at Mr. Kitchin as the imperious marplot without naming him.

### Points to Importance of "Relief"

Besides touching on the rates of the bill here and there and explaining them, Senator Simmons said that the great message he wanted to get to Senators, to business men and to the country at large was that the relief measures of the bill, such as inventories, shrinkages, net losses, amortization, obsolescence and depletion of plants, oil and gas wells, natural deposits and timber, together with the general relief measure giving the collector of internal revenue wide discretion in dealing with particular cases, were of supreme importance.

So effective would these provisions be found to be that in most cases, including the application of war and excess profits taxes, business men would find that they had no greater relative burden to bear than under the present law, and, moreover, with the burdens equitably distributed.

### Calls Rates Lower

When people came to apply the bill reacted into law and found how admirably it was adapted to the present time of falling prices and shrinking values they would appreciate with what forethought and with what desire to do

justice the bill had been drawn. Referring to the estate taxes, Senator Simmons pointed out that while the Senate had had to abandon the principle of the inheritance tax it had secured rates that were lower than those of the present law and only a little higher than the rates originally fixed by the Senate.

It was Senator Simmons's plan to have a night session and pass the conference bill to-day, but other Senators did not relish the prospect of overtime. As a matter of fact, the bill was actually passed through the inadvertence of the presiding officer in not recognizing Senator Simmons, and it wasn't until the surprised chairman of the Finance Committee explained that he had a perfectly good speech all ready to spring that the chair called the bill back for reconsideration without objection.

## Williams Accused Of an Attempt to "Terrify" Bankers

Senators Order a Secret Hearing on Reappointment of Controller After the Charge Is Made

New York Tribune  
Washington Bureau

WASHINGTON, Feb. 11.—Following the charge that John Skelton Williams, Controller of the Currency, is attempting to "terrify" bankers of the country from appearing before the Senate Banking and Currency Committee against confirmation of Williams for another five-year term, the committee voted to-day to hold its hearings on this appointment behind closed doors.

The charge was made by Wade H. Cooper, president of the Union Savings Bank, of this city, and connected with a number of financial institutions throughout the South. Considerable pressure, Mr. Cooper told the committee, had been brought to bear on him to induce him to discontinue his fight against the confirmation of the Controller.

The plans of the committee were changed from the program adopted at the last meeting, when it had been decided to permit Senator Weeks to go ahead with his argument in favor of the bill abolishing the office of Controller altogether, because Senator Weeks could not be present to-day, as he was compelled to attend a meeting of the conferees adjusting the differences between the two houses on the Postoffice appropriation bill.

Cooper charges intimidation. Mr. Cooper had been permitted to make only the one statement that Mr. Williams was attempting to "terrify" the bankers, when the question of closing the doors came up.

In opposing a motion for an executive session Senator Hollis, of New Hampshire, Democrat, declared the fight against confirming the nomination was "getting tremendously magnified," adding that Mr. Williams wanted "the full light of day on this whole thing."

"Mr. Williams will not make reprisals against any banks," Senator Hollis continued.

Controller Williams, who was present, reaffirmed Senator Hollis's statements that he was not opposed to open sessions.

Closed sessions were urged by Senator McLean, of Connecticut, who declared there is a general feeling of fear among certain bankers "that if they appear before the committee there will be reprisals." He said he wanted to get at the facts, and he thought the best way to accomplish that purpose was to hold executive sessions.

"I think," he added, "it is the duty of the committee to find out whether there is any foundation for rumors that are pretty general. If Mr. Williams is misrepresented, we ought to know it."

A similar attitude was taken by Senator Gronna, also a Republican, and Mr. Cooper told the committee he would prefer, because of the interest of clients of his bank, to make his statement behind closed doors.

Upon the motion of Senator Frelinghuysen, of New Jersey, Republican, the committee reconsidered its previous action in favor of open hearings and by a strict party vote, in which the Republican members voted for closed hearings, decided to exclude the public.

### U. S. Tanker in Distress

J. M. Guffey, Off Cape Race, Sends S. O. S.

HALIFAX, N. S., Feb. 11.—A wireless call saying the American oil tank steamship J. M. Guffey was taking water in the forehold and was sending out S. O. S. calls, was intercepted here to-day. The vessel's position was given as off Cape Race. Owned by the Gulf Refining Company, the tanker sailed from Liverpool, Scotland, on January 24, for Hampton Roads, Va.

The message also said the Guffey's steering gear was disabled. The position given, latitude 48.35 north, longitude 48.15 west, would place the tanker more than 200 miles southeast of Cape Race.

No further word had been received to-day from the American tank steamship. Communipaw, reported in trouble last night. The American coast guard steamer Tallapoosa was sent from here to the assistance of the Communipaw.

### Overseas Plane Breaks

Norwegian Aviator's "Sunrise" Has Wing Damaged and "Sets"

NEWARK, N. J., Feb. 11.—Captain Hugo Sundstedt, the Norwegian aviator who is to attempt a trans-Atlantic flight, launched his big hydro-plane from the dock of the Pavonia Yacht Club in Newark Bay this afternoon and promptly broke it.

One of the wings of the machine was smashed, Captain Sundstedt and his three mechanics aboard the plane just escaped a ducking. Before the accident occurred, Miss Erna Steinway, of 244 West Seventy-second Street, Manhattan, broke a bottle of champagne over the prow of the ship, and cried:

"I christen thee Sunrise, and may you never act."

As soon as the machine is repaired Captain Sundstedt will make a trial flight.

## Output of 3½-Ton Trucks Show Enormous Increase

Seven Times as Many Manufacturers of Big Machines Now Than in 1913; Warren-Nash Company Displays Unique Travelling Exhibit

Analysis of the load capacities of the motor trucks in use at the present time shows that next to the small, light delivery wagons the 3½-ton trucks are the more numerous. Following is the estimated percentage of commercial vehicles of various load capacities in use in the United States at the beginning of this year: Three-quarter ton and under, 50; 3 tons, 11; 1 ton, 10; 1½ tons, 10; 3 tons, 8; 2 tons, 4; 5 to 5½ tons, 4; 2½ tons, 2, and 6 tons and over, 1.

The demand of the United States and Allied governments for vehicles for war service has had much to do with the increase in the 3½-ton models. There are now seven times as many manufacturers of this type of vehicle as there were in 1913. One and a half tonners are now being produced in twenty-four models that were not on the market last year.

A study of the specifications of the various motor trucks displayed shows that engines are being made larger in relation to load capacity of the trucks.

In the three-quarter-ton models, for instance, the average engine has been increased from 34 by 5 inches to 3½ by 5 inches, the horsepower increasing from 17 to 19½. More models than last year carry their gear boxes amidships and the gear sets of the four-speed type are gaining in number on the larger vehicles.

Among the unique exhibits at the commercial vehicle exposition being held this week in the 69th Regiment Armory is the travelling truck show of the Warren-Nash Motors Company. This consists of a Nash truck with a white-paneled body, inside of which is a fully equipped truck showroom, wherein may be found all the parts used in the construction of a Nash truck except the wheels and frame.

C. B. Warren, head of the Warren-Nash Company, is responsible for this innovation in truck merchandising, the idea of a travelling showroom being the result of his many years of experience in the truck field. The services of this vehicle are at the disposal of all Nash dealers throughout Mr. Warren's territory, and it has proved to be a valuable sales help wherever it has been used.

In explaining the travelling truck show, Mr. Warren said: "Whenever we sign up a dealer in our territory we place this vehicle at his disposal. By means of pictures and parts the dealer is enabled to furnish those interested with complete information about the truck, the factory organization behind the machine, how it is put together, the materials from which it is constructed, the history of its performance in every part of the world, and, as a matter of fact, all the information that could be acquired in a showroom or by the perusal of the literature issued by the builders."

Mr. Warren's district manager goes with the showrooms and devotes his whole time to explaining the numerous points of the Nash, among which might be mentioned the strength, obtained by use of extra heavy oversize frame, with six-inch channels and three-inch flanges; chrome vanadium steel springs, extra heavy drop forged axles, bearings in motor, transmission and oversize axles.

Special attention is being paid by the Packard Motor Company to individual needs of its patrons and its exhibit at the show makes a feature of special equipment. Realizing that the comfort of the driver is a thing that has hitherto been neglected, the Packard Company is showing a new type of cab designed especially to give the driver convenience and thereby greatly to increase his efficiency. The cab is built in with a rain vision wind shield, doors that open in two parts which bolt and lock back against the body insuring the operator ample ventilation in summer as well as of protection in winter, inasmuch as the driver is often required to be at the wheel for hours at a time, his comfort is a matter that should be carefully considered and he should be protected from rainy or cold weather at all times.

The handle of the mechanical horn is connected by a lever which operates

the horn outside of the cab. A special feature in the construction of this cab is the bevelled front corners, permitting the installation of windows through which the curb and front wheels may be seen from the driver's position. The seat and cushions have been specially designed to make him as comfortable as possible. With the usual type of cab there is considerable danger that the drive, on account of the height of the cab, will not be able to see children playing about the truck, the bevelled corners entirely obviating this danger.

In the five-ton truck the oil and grease cups and bushings are brought out and relieved by red finish and lines illustrating how thoroughly the Packard wearing parts are bushed and how accessible are the few oil and grease cups.

On the three-ton truck, which has a thirteen-foot base, is mounted a standard Packard body upon which it is possible to erect five different kinds of stake and rack sides, all interchangeable. On one of these sides may be added a bolted-on demountable top with curtained sides, front and rear. The three-ton and two-ton standard trucks are both painted in the new standard Packard paint for truck chassis, which is gray, with black lines.

"The performance of American trucks on the fields of France and Flanders, and on most every other shell torn and battle scarred front, brought home to every thinking man the tremendous value of the motor truck in the solution of the world's transportation problems," says H. P. Harris, sales manager of the Republic Motor Truck Company, Inc.

"The motor truck's timely contribution to the winning of the war has obtained for that willing and capable burden bearer world-wide recognition, and in solving the great post-war problems the motor truck is going to play as important a part as it played during the war times."

### Test Oil for Owners

Hupmobile Determines Proper Lubrication for Every Climate

"Through an elaborate and exhaustive laboratory system of testing different types of oil for motors," an announcement states, "the Hupmobile Motor Car Corporation is furnishing a valuable aid through its dealers to Hupmobile owners in getting the maximum of lubrication service out of their cars."

"We have assembled in the factory laboratory a complete set of the different types of oil in common usage throughout various sections of the United States and abroad. We are also glad to analyze any brand of oil that any of our dealers or owners see fit to send in to us for that purpose. These oils are subjected to a complete series of tests for cold viscosity, flash, evaporation and carbon residue. As a result of these experiments information as to the correct lubrication for Hupmobiles in every climate and temperature are available for Hupmobile dealers and owners."

"From these various tests we have evolved standards which we recommend to Hupmobile users. On the cold test, for instance, we recommend that between September 15 and March 15 oils that flow freely down to zero, as there are Hupmobiles in several parts of the world that are liable to encounter zero weather during this period. The flash and fire tests indicate the temperatures at which the oil in the engine becomes inflammable."

For viscosity, or thickness, of the oil under heat contact, we subject the oil to six different degrees of temperature, varying from 50 to 300 degrees. The oils that show the least variation under these various degrees of heat are approved for use.

"The evaporation test indicates the amount of oil that will be lost under four hours of 150 degrees of heat. The acceptable oils show a minimum of loss under these conditions. The carbon residue test determines which of the oils are best suited to keep the cylinders free from carbon trouble."

"We are more than repaid for the trouble we take in making these experiments by the added service and satisfaction that we are able to render our customers, and the constant diminution in replacements and repairs on Hupmobile cars in use."

# Commercial Vehicle Show

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